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NO. OF ENCLS. 4@
(LISTED BELOW)

DATE OF INFO

SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. Location

Near Ptakhanovo, redesignated Zhukovski (38° 8' E/55° 33' N),
sec annex 1.

2. installations of the pilot plant

See Annex 2, sketches 2 and 3.

3. Work Force:

no details available. German engineers arrived daily by bus from Moscow. [redacted] the same bus and the same engineers in Aircraft Engine Plant No 500 in Moscow-Tushino.

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4. observations in the pilot plant:

a. Hauling of airplane parts, tail assemblies, and fuselages to the wind tunnel.

b. Assembly of aircraft which were towed to the airfield accompanied by a car occupied by engineers. Towage traffic was heavy.

5. Observation of aircraft which took off from the factory airfield:

a. Type 1 (see Annex 3 sketch 4):

fitted with jet engine, 1 nozzle, installed in fuselage.

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air intake in nose, exhaust at tail; wings with pronounced sweep-back, tapering, tips slightly rounded. Rudder assembly over tail, swept-back, elevator assembly set at upper third of rudder assembly, swept-back but without dihedral. Main landing gear retracting inward, nose wheel (see sketch). Front section of fuselage shorter than rear section, cockpit fairing into fuselage in a very flat curve. No armament seen, probably not yet installed.

Other equipment observed: From the left wing projected a 1-meter rod; some versions of this rod had a small v at its tip. [] the sweep-back of the wings and the rudder assembly, the configuration of the landing gear and of the fuselage in general. [] not quite certain about the form of the cross section of the fuselage.

b. Type 2 (see Annex 3, sketch 5):

Fitted with two jet engines, otherwise same as type 1. [] the arrangement of the jet engines; [] it possible that the craft was fitted with three jet engines. The type 2 aircraft seems to have been modified, the following modifications being observed:

(1) Double rudder assembly, the supporting vertical fin seemed to be lower.

(2) Pointed tail.

Type 2 was also observed with a parasite aircraft (see Annex 3 sketch 6) suspended from its fuselage. The configuration of the parasite was similar to that of the type 1 craft without tail assembly and with pointed nose, about one third of its size. Only one such craft with a parasite was observed aloft; the parasite was not released.

c. Type 3 aircraft (see Annex 3 sketch 7). It was only occasionally observed serving as a target.

Four engines, two large and two small cannons in nose, two tail guns, one gun station on top of fuselage, two belly turrets with one gun each.

Simulated attacks were occasionally made by fighters against type 3 craft. These attacks were characterized by the following features: The fighter concerned flew for a while close above the ground, pulling up suddenly and passing close aft or forward of the four-engine bomber, and disappearing from the target very quickly. This procedure was repeated several times. [] four men bail out from the attacked craft.

d. [] two crashes without observing the causes. [] the planes hit the ground and then burn.

e. [] could not make exact statements on the number of airplanes but believed from his observations that about four aircraft of each type were stationed at the field. The parasite was first observed in June 1949.

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6. Airfield

a. Location: See Annex 1

The field was surrounded by a woven-wire fence. Its narrow side on the west was about 2 kilometers long; its very considerable longitudinal side could not be estimated. There was a very wide approach road parallel to the railroad spur. A second spur was under construction (see Annex 1).

b. The military field was the test field of the aircraft test plant. The existing runway was being taken up and replaced by a modern runway. The construction work began in 1948 and was completed in May 1949.

c. No details were available concerning the length of the landing field. Its width was about 2 kilometers. Grass cover.

(1) One runway about 40 meters wide; its length could not be estimated. The material of the old runway was used for the foundations of new dwelling houses; it was very hard and looked blue. The individual fragments were up to 30 centimeters thick.

(2) Railroad cars in which building materials had arrived at the field were returned empty to the railroad stations where they were loaded with wood or sand [REDACTED]

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[REDACTED] these cars must have been loaded with a felt-like material because remnants of fibrous materials were found in them.

[REDACTED] the new runway was to be built in several layers. He assumed that it was to have a more elastic surface.

(3) There were aprons in front of the hangars and around the filling station. Other taxiways were not observed. Aircraft dispersal areas were between the hangars.

d. There were three hangars each at least 100 meters long, north of the entrance gate. Two smaller hangars were south of the entrance. One four-story building, about 120 meters long, serving for administration or quarters was on each side of the entrance gate (for details see Annex 4).

e. Supply Installations:

For fuel tank installation, see Annex 1. The field must have had night landing facilities, for flying was also observed in very hazy weather and in dark nights.

f. Security Measures:

The field was surrounded by a woven-wire fence with small concrete sentry boxes 200 to 300 meters apart. The buildings had a coat of camouflage paint, particularly the big hangars. AAA emplacements were not observed.

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[] Comment:

a. The data on the location and layout of the Tsagi Aircraft Test Plant with its attached factory field in Stakhanovo are generally correct.

b. Type 1, an experimental type, may be the same type which is presently being delivered to the air units stationed in the Soviet Zone of Germany. Its designation is not yet known. Regarding type 2, confusions with further experimental types are very possible although the existence of such a design fitted with two jet engines either in or at the wings is not questioned. Indications of the existence of such a type were contained in one previous report*. The report does not make it clear whether this design is fitted with two or three jet engines with the main turbines being mounted in the fuselage. It is also not clear whether the observed parasite plane was actually tested with type 2 or whether this statement is attributable to a confusion with a conventional bomber because a pointed tail and double rudder assembly were mentioned in this connection. The sketch of the four-engine bomber would agree with the configuration of Soviet B-29.

c. Of importance is the statement relative to the first observation of the parasite plane. Mention has been made previously of a jet fighter suspended from a four-engine bomber. Further similar observations were reported from the Moscow Central Airport and from Khimki. If the data relative to the date of observation and the measurements of this parasite as contained in this report is correct this would constitute the first information as to the use of remote-controlled missiles, presumably air-to-air missiles.

- 4 Annexes:
- (1) Aircraft Pilot Plant in Stakhanovo (Zhukovski)
 - (2) Layout of the Aircraft Test Plant
 - (3) Aircraft Types Observed Near Stakhanovo.
 - (4) Large and Small Hangars at the Stakhanovo Factory field.

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